(b) No, Sir.

(c) and (d) The Central issue prices of foodgrains are fixed below the economic cost of procured foodgrains, so as to distribute foodgrains at a reasonable prices through the public Distribution System, poverty alleviation Programmes etc.

Loss of Foodgrains in transit

1674. SHRI KRISHAN LAL SHARMA: Will the Minister of FOOD be pleased to state:

(a) what percentage of foodgrains is lost in transit in different parts of the country;

(b) whether it is a fact that transit losses are the highest in North-Eastern States;

(c) if so, the reasons therefor; and

(d) the steps being taken to reduce loss of foodgrains in transit in the country as a whole and in North-Eastern States in particular?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES AND PUBLIC DISTRIBUTION (SHRI KAMALUDDIN AHMED): (a) Region-wise percentages of transit losses in respect of rice and wheat for the year 1990-91 are given at Statement-I.

(b) and (c) The transit losses of foodgrains are generally highest in North Eastern Zone inclusive of Assam Region, although transit losses during 1990-91 for wheat were highest under the territorial jurisdiction of Joint Manager (Port Operations), Calcutta. One of the main reasons for high transit losses in that area is the requirement of transshipment of grains from Broad Gauge Wagons to Meter Gauge Wagons.

(d) Steps being taken by the Food Corporation of India to contain the transit losses are enumerated in Statement-II.

Statement-I

Region wise percentages of Transit Losses in respect of Rice and Wheat for the year 1990-91

Regions	1990-91	
	Rice %age	Wheat % age
1 2	3	4
1. Jammu and Kashmir	2·56	2·02
2. Punjab	0·18	0·09
3. Haryana	0·01	0·14
4. Uttar Pradesh	1·42	1·04
5. Delhi	1·11	0·77
6. Rajasthan	0·97	1·06
7. Himachal Pradesh	0·09	0·02
8. Andhra Pradesh	0·57	1·60
9. Tamilnadu	2·37	2·11
10. Karnataka	1·77	1·45
11. Kerala	1·39	1·21

1	2	3	4
12.	P.O. Madras	0·58	1·44
13.	P.O. Vizag	0·39	0·54
14.	Madhya Pradesh	1·20	1·50
15.	Maharashtra	2·04	1·54
16.	Gujarat	1·97	1·42
17.	PO. Kandla	1·27	1·23
18.	Assam	3·17	2·68
19.	P.O. Calcutta	2·78	2·98
20.	Bihar	2·51	2·68
21.	Orissa	1·40	2·36
22.	NEF	1·83	1·21
23.	West Bengal	1·30	1·57

Statement II

Steps being taken by FCI contain the transit losses.

(1) Despatch of stock on 100% weighment.

(2) Installation of weigh-bridges in all F.C.I. godowns upto capacity of 5000 MTs and above.

(3) Four Electronic in-motion weigh-bridges are being installed-three in North Zone at Sanewal, Naraina and Panipat and one in East Zone at Dhankuni.

(4) Avoidance of movement of foodgrains in open wagons.

(5) Improvement in size and quality of gunnies.

(6) Encouraging machine stitching of bags.

(7) Strict enforcement of specifications during procurement of foodgrains.

(8) Regular physical verification of stocks.

(9) Vigorous squad checkings of loading and un-loading points and deposs.

(10) Immediate follow up action on squad reports.

(11) Deployment of C.I.S.F. in vulnerable depots.

गेहूं का आयात

1675. डा० जिनेन्द्र कुमार जैन :
श्री रणजीत सिंह :

क्या खाद्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 7 जुलाई, 1992 के दैनिक "दि ट्रिब्यून" में "व्हीट बाई इम्पोर्ट्स, नो" शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है;

(ख) यदि हां, तो क्या यह सच है कि सरकार को, हाल में कनाडा से खरीदे गये गेहूं को भारत में लाने और उसे उपभोक्ताओं को उपलब्ध कराने में 600 रुपये प्रति क्विंटल का व्यय करना पड़ेगा; और